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SOURCE Newspapers and periodical as indicated.

REVIEW 1951 ACCOMPLISHMENTS, 1952 PLANS FOR CONSTRUCTION AND PUBLIC SERVICES IN MOSCOW CITY AND OBLAST

[Numbers in parentheses refer to appended sources.]

In 1951, 1,264,500 square meters of living space, 66 kindergartens and day nurseries, and a number of cultural institutions were constructed in Moscow and Moscow Oblast.(1) The volume of residential construction increased 34 percent in 1951 over 1950. State enterprises, institutions, and local soviets put 25 percent more living space into operation in 1951 than in 1950. As compared to 1950, the capital investment in construction was 118 percent more in 1951. The output of water increased 6 percent, and of gas for communal needs 21 percent.(2)

In Moscow City alone, 735,000 square meters of living space, 24 new schools, and 58 kindergartens were put into operation in 1951.(3) The construction organizations of the Moscow Soviet exceeded their 1950 volume of work 78 percent by putting 168,000 square meters of living space into operation. Capital repair was carried out on 5,500 houses instead of the 4,900 planned for 1951.(4) The 1951 plan for capital and current repair of residential houses under the Moscow Soviet was fulfilled 108.5 percent. All Moscow rayons fulfilled their 1951 plans for the capital and current repair of residential houses.(3)

Of the 750,000 square meters of living space which are to be built in Moscow in 1952, the construction organizations under the Moscow Soviet are to put 193,000 square meters into operation. The emphasis will be constructing houses of eight stories or more.(4) The plan calls for building 280 residential houses in the Moscow city limits, 110 of which will be 10, and 14 stories high.(5) In addition 12 hospitals with 2,500 beds will be built in 1952.(4) The capital investment in work for the reconstruction of the capital is to be 700 million rubles more in 1952 than in 1951; 25.6 million rubles have been allotted for cultural and educational institutions in 1952, as opposed to 13.2 million in 1951.(4)

The gasification of 51,000 apartments, instead of the 50,000 planned, was accomplished in Moscow in 1951; 85 percent of Moscow's population now uses gas.

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The 1951 plan for supplying communal and service enterprises with gas was fulfilled 103.4 percent.(3) About 12,000 apartments receive liquid gas in cylinders. The gas network was extended by 125 kilometers in 1951, and more than 2,000 eating places, kindergartens, day nurseries, hospitals, baths and laundries no longer burn coal.(6) The installation of 750,000 fixtures -- gas stoves, meters, and hot water heaters -- was completed in the apartments of Moscow residents.(7) Gas is now supplied to 90 percent of the houses under the Moscow Soviet, to 40 percent under the Ministry of Meat and Dairy Industry, to 44 percent under the Ministry of Construction of Heavy Industry Enterprises, and to 45 percent under the Ministry of Transportation. The 1952 plan calls for an increase of gasification by 2.5 times, leading to the complete gasification of the apartments in the houses under the Moscow Soviet. It is planned to furnish 30,000 apartments, in communal houses, and 350 institutions of communal and service enterprises with gas in 1952.(4)

The heat from central heating plants is now supplied to 520 buildings, of which 430 are under the Moscow Soviet.

The capital investment in the construction of the water pipe and sewage system in Moscow to be 32 percent more in 1952 than in 1951. The first section of the Kuryanovskaya aereator station was put into operation in 1951. The power of the Moscow purifying works should be doubled when its full power is turned on in 1952. The construction of the Yauzkaya pumping station must be completed in 1952, as well as the canals and main sewers which will relieve the sewage network in the center of town.(4)

In 1951, 1,390,000 square meters of improved roads were built and reconstructed in Moscow City instead of 1,310,000 square meters planned.(8) The assignment for the reconstruction of the Borodinskiy Bridge over the Moscow River was fulfilled, and the Rostokinskiy overpass was built in 1951. A new road and streetcar line now connects Sokol'nicheskiy and Shcherbakovskiye rayons.(4) Road construction has been increasingly mechanized, but the machine park of the Administration for Construction of Roads, Bridges, and Streetcar Lines of the Executive Committee of the Moscow Soviet has failed to make full use of the 300 excavators, bulldozers, asphalt layers, concrete layers, compressors, cranes, and rollers at its disposal. Although its machines excavated 1,200,000 cubic meters of roads and squares in 1951, for the first 11 months of 1951 it had work only 27 percent of the calendar time. In other words, it was idle 73 of every 100 hours, because of bad organization and defective repairs due to the lack of specialized enterprises.(9) According to the 1952 plan, 180 million rubles have been allotted to further road and bridge construction in Moscow.(4)

Among the hundreds of busses which make up the Moscow bus fleet there are 800 ZIS-154. Recently, the Automobile Plant imeni Stalin delivered 33 excellently equipped ZIS-155 busses.(10) In 1952, ZIS-154 busses are to be replaced partially with new ZIS-155.(4)

Outside Moscow City, in Moscow Oblast, 529,500 square meters of living space were put into operation instead of 513,000 square meters promised. In addition, 38 schools and eight kindergartens and day nurseries were built.(1)

In 1951, 172 kilometers of hard-surface roads were built in Moscow Oblast, and capital repair was carried out on 565 kilometers. The total length of the bridges built is 9,000 meters. The length of the roads covered with asphalt in 1951 is 169 kilometers. More than 77.5 million rubles have been spent on road and bridge construction. The following roads were maintained in good condition: Zagorsk-Konstantinovo, Moscow - Rogacheva, Moscow - Yegor'yevsk, and the roads connecting Minskoye shosse with Zvenigorod, Vereya, Ruza, and Uvarovka. More than 170 kilometers of improved and graded country roads were put into operation with the aid of graders. However, in Volokolamskiy, Korobovskiy, Mikhnevskiy,

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Mozhayskiy, and Stalinogorskiy rayons the 1951 plan was not fulfilled. Many dirt roads cannot be traveled in autumn and winter. In the future, emphasis will be placed on covering roads with locally available limestone. The upper layer of crushed stone is to be treated with petroleum asphalt and road tar. In this way, the cost of work involved in building and reconstructing such roads as Minskoye shosse-Ruza, Minskoye shosse-Vereya, Zagorsk-Konstantinovo, and Lyubertsy-Yegor'evsk was reduced by almost half. The 1952 plan calls for building more than 200 kilometers of roads, and for carrying out capital repair on 600 kilometers. A particularly great amount of work must be done in the western and eastern rayons of Moscow Oblast. Metal pontoon bridges are to be built in Ozerskiy, Voskresenskiy, and Bronnitskiy rayons over the Moskva and Oka rivers. The fulfillment of the plan will require the preparation of up to 900,000 cubic meters of brick, gravel, sand, lumber, and other materials.(11)

The operations of motor transport in Moscow Oblast are unsatisfactory. Only 45 percent of the trucks leave their garages daily. Of the 200 busses which are supposed to serve the people of the oblast, only 120 operate daily. The rest remain in their garages for a variety of defects. Only half of the rayons of the oblast are connected with Moscow City with bus lines. Such rayons as Shakhovskiy, Malodonskiy, and Uvarovskiy, which are far from the capital, do not have one bus. The bad use and improper distribution of motor vehicles are held responsible for these conditions. Frequently, busses have to travel 100-150 kilometers just to reach their place of work. The Ministry of Motor Transport, which is guilty of bad planning, is not concerned with establishing repair shops. The garage for motor transport in Stalinogorsk has now been under construction for 5 years.(12)

Construction is progressing in the individual towns and rayons of Moscow Oblast. In 1951, builders of Ukhtomskiy Rayon put 51,624 square meters of living space into operation. In the rayon center of Lyubertsy, 85 multi-story houses and two 7-year schools have sprung up.(13)

The residents of Elektrostal' received 20,000 square meters of living space in 1951, and expect to receive 30,000 square meters in 1952. A written guarantee (garantinyy passport) is posted on the wall of each house. The bricklayers, carpenters, etc., sign this guarantee and accept full responsibility for the quality of the construction.(14)

The 1952 plan calls for the expenditure of 1.5 million rubles for construction and improvements in Domodevo. Builders are to erect ten new two-story houses with a total area of 3,000 square meters, a House of Soviets, a stadium, and a bath. The length of the water pipelines is to be increased 3.4 kilometers.(15)

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